

Fort Worth Daily Gazette.

DEMOCRAT PUBLISHING COMPANY.

FORT WORTH, TEXAS SUNDAY, MARCH 28, 1886-SIXTEEN PAGES.

VOL. XI: NO. 241.

C. EVANS COMPANY.

There has not been one day this week that they have not been in stock new and attractive goods. They are fully prepared to say that nowhere, in any other market, can be found a finer, larger or more complete and more judiciously selected assortment of the most desirable Spring novelties in Laces, Dress Trimmings, Ribbons, Fabric Gloves, Fans, Corsets, Bustles, Jerseys, Parasols, etc., than in this reliable establishment of

C. EVANS COMPANY.

Everything that is staple, new and novel, popular and desirable, in the above lines, including Clothing, Gents' Wear, Ladies', Misses' and Children's Shoes and Hats, Gents' Boots and Shoes, and Millinery can be found here. They thoroughly understand the wants of the trade and cater to them intelligently and practically. Their stock in every department is kept up firm to the times, and they have fresh goods of every grade, style, quality and adapted to the requirements of all.

They are revolutionizing things in their Hosiery and Glove departments. They are getting the extreme low prices. They have placed on sale special bargains in popular Hosiery and Gloves. SILK Taffeta Gloves, 4-button lengths, only 25c; 5-button lengths, 35c; 8-button lengths, 45c. In Kid Gloves, they also exhibit full line of the most popular makes at popular prices. They are now offering over 500 pieces of Carpets. In this selection all the latest and newest patterns are represented. "This is an easy matter to select from that assortment, as their styles are so varied and their prices so cheap. Orders by mail and telegraph carefully and promptly attended to. We are assured that you will have the most judicious selections and the advantage of lowest market values.

C. EVANS COMPANY,

Fort Worth, Texas.

D. C. BENNETT, Vice-President.
E. B. HAROLD, Cashier.
FIRST NATIONAL BANK,
HOUSTON AND SECOND STS., FORT WORTH, TEXAS.
Cash Capital and Surplus \$450,000.
J. S. Godwin, M. B. Lloyd, J. D. Reed, Zane Cetti, D. C. Bennett, George Jackson, S. B. Burnett, E. B. Harold and E. W. Harold.
TRANSACTS A GENERAL BANKING BUSINESS.

THOS. A. TIDBALL, Vice-President.
N. HARDING, Cashier.
FORT WORTH NATIONAL BANK,
Successors to Tidball, VanZandt & Co., Fort Worth, Texas.
\$150,000.00
\$30,000.00
Banking business transacted. Collections made and promptly remitted. Exchanges on all the principal cities of Europe.
R. M. VanZandt, Thos. A. Tidball, N. Harding, J. P. Smith, J. J. Jarvis, E. J.

JAMES BRANCH,
URNITURE.
303 Houston, one door Southeast from Second Street.
New Styles Constantly Arriving.
SOLD ON THE
Installment Plan.

FORT WORTH CHINA CO.
ARE OFFERING
SPECIAL INDUCEMENTS TO PURCHASERS
OF
EVER-PLATED WARE.

H. EDWARDS,
Mason & Hamlin,
Western
Cottage,
ORGANS.

N. CONNER & CO.,
Book-Sellers and Stationers,
733 and 735 Main Street, DALLAS, TEXAS.

Boots and Shoes.
Lewis Bros. & Co
HOUSTON ST., FORT WORTH, TEXAS.
Prompt Attention to Mail Orders

NEARING THE END.

More Freight Moving Each Day on the Gould System Lines--The Question Solving Itself.

A Conference Between Receiver Brown and the Executive Committee of Assembly 78.

For Arbitration from the Lights Refused by the Missouri Pacific.

POWDERLY AND THE JOINTS.

Mr. Powderly's letter was the chief topic of conversation in all circles yesterday. Business men were reassured by its tone, and were more hopeful of a speedy termination of the troubles, than at any time since the commencement. It was the common opinion among people not connected with the order that the letter was one of the strongest, most statesmanlike and conservative documents that has ever assumed to deal with the question of organized labor. The Knights were not surprised by the publication of the letter, which, while denying such a construction, was generally accepted among them as a tacit rebuke of the strike and of the management which preceded it. A few of the most rabid members declared that Powderly had sold out, but the most intelligent class heartily approved of the bold stand he has taken. One of them said:

"Mr. Powderly struck the keynote of the trouble when he warned us against the politicians and agitators. They are responsible for our mistakes, and the order is beginning to find them out. It is to their interest to keep up a disturbance as long as possible, because they are tattering on our misfortune. They are the authors of the boycott rage, which did the order more damage than anything else. It is the first time they were invested with a little brief authority, and they assumed to use it as a car. The time has come to pitch Jonah overboard and Jonah must go."

RESUMING TRAFFIC.

A crowd of some three or four hundred people, a large proportion of whom were strikers and Knights, gathered in the Missouri Pacific yards yesterday afternoon when it was learned that an attempt would be made to move out a freight train. The train, which consisted of twenty-seven empty coal cars and one loaded box-car, was made up with the Texas & Pacific switch engine. Three officers were stationed on it to prevent the men from uncoupling the cars, while several officers went after the locomotive which was to pull it out. It was supposed that an attempt would be made to kill the engine when it reached the yard, but as it was covered with officers, no demonstration of any sort was made. The men stood sullenly and silently by until the engine backed up to the train and stopped, when they made a break for the front. They surrounded the cab and the leader uttered some naughty words. A deputy marshal warned the crowd to keep off the engine; the throttle was thrown open and in an instant the long train of cars was moving. It started off cautiously to determine whether there had been any "monkeying" with the coupling-plans, and then it rattled away at the usual gait. Eight or ten officers, among whom were Sheriff Maddox and Marshal Rea, accompanied the train to Watauga, where they met an incoming Missouri Pacific freight and brought it to the yard. Two heavy freight trains came in over this road yesterday, being the first run between Denison and Fort Worth since the strike on the 6th last. Several more are expected here to-day. Seventeen cars of coal formed a part of the cargo of yesterday's train. Orders were received at this point late yesterday afternoon to put in order the four remaining Missouri Pacific locomotives in the round-house here, and they will go north with freight trains to-day. It is understood that within a day or two traffic will be resumed south of Fort Worth.

AS TO EMPLOYEES.

In view of the fact that the old employees of the Texas & Pacific have nearly all lost their places, which have been filled in a majority of instances by new men, it is believed that the Missouri Pacific men will profit by the unfortunate experience of their comrades, and apply for their places back before the road is manned with new forces entirely. This belief is strengthened by the proposal in which is renewed by the road this morning to take back the old men without any prejudice on account of the strike. It is also given foundation to conviction which has now grown into a conviction that the executive board of the Knights of Labor is ordering the strike.

POSSIBILITIES.

It is hinted that in case the local assemblies should decide to accept Mr. Powderly's conditional resignation, Mr. Brown, chairman of the executive board of 101, would not be averse to succeeding him, or, if Mr. Powderly is retained, that Mr. Brown would feel very comfortable as district master workman of 101, the position now filled by Mr. N. M. Lovin.

VERY QUICK, INDEXED.

One very funny feature of the local situation is the indifference shown by the K. of L. organs here to Mr. Powderly's letter, utterly ignoring that able address, which was on the tongues of all in its editorial columns. This recalls the queer omission of the important resolutions passed by District Assembly 78. It is generally understood that 78 with but few exceptions "stagnated" on the conservative policy of Mr. Powderly.

THE TRAFFIC ISSUE.

The Texas & Pacific had an unusually heavy freight business yesterday, handling 156 cars, 85 of which were loaded.

A YOUNG MAN NAMED Dick Gordon was arrested last night in the Missouri Pacific yard by Deputy Marshal Jake Ringle for contempt, in that he assaulted a switchman with a rock, hitting the man a severe

blow on the face. Gordon was put in jail. He says he is not a striker, but that he is a Knight of Labor.

GOING, GOING.

Current talk among strikers, business men, and the people generally, is that the strike is nearing the end. Business men are already preparing for the rush of trade which will naturally follow its close. There are indications of a reliable nature that the great strike begun March 1 will be declared off Tuesday if not sooner.

OFFICIAL COMMUNICATIONS.

SPECIAL TO THE GAZETTE.

NEW YORK, March 27.—The following telegraphic communications explain themselves.

NOTICE ORDER OF THE KNIGHTS OF LABOR, OFFICE OF MEN, SEC AND TREAS., PHILADELPHIA, PA., March 27, 1886.

To Mr. Jay Gould:

Sir—The general executive board would be pleased to have an interview with you at your convenience to-day for the purpose of submitting the Southwestern difficulties to a committee for arbitration, three of the committee to be appointed by yourself, and three by the general executive board, the six to select a seventh member of the committee, their decision in the matter to be final. Should this proposition be acceptable, we will at once issue an order for the men to return to work. By order of the general executive board,

Signed, FREDERICK TURNER, Secretary of Board.

NEW YORK, March 27, 1886.—To Frederick Turner, Esq., Secretary, etc., Philadelphia, Pa. DEAR SIR—I have your note of this date, proposing an interview between your executive committee and the officers of this company for the purpose of submitting to arbitration by a committee of seven what you term the "Southwestern difficulties." You are, doubtless, aware that in the negotiations which took place here last August between Mr. T. V. Powderly, grand master workman, and his associates, and the officers of this company, it was agreed that in the future no strikes would be ordered on the Missouri Pacific road until after a conference with the officers of the company, and an opportunity to adjust any alleged grievances. In view of this fact attention is drawn to the following correspondence between Mr. A. L. Hopkins, vice-president, acting for this company in my absence, and Mr. Powderly:

NEW YORK, March 6, 1886.—To T. V. Powderly, Secretary, etc., Philadelphia, Pa. DEAR SIR—We have telegraphed you on our road, saying they have no grievances, but we have been ordered to do so. If there is any grievance we would like to talk it over with you. We understand you to promise that we have been ordered to do so without consultation. Signed, A. L. HOPKINS.

PHILADELPHIA, Pa., March 8.—To A. L. Hopkins, Vice President Missouri Pacific, 128 Broadway, New York. I have telegraphed you on our road, saying they have no grievances, but we have been ordered to do so. If there is any grievance we would like to talk it over with you. We understand you to promise that we have been ordered to do so without consultation. Signed, A. L. HOPKINS.

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the general executive board. In conversation with a representative of the Associated Press in regard to the statement of Master Workman Irons of St. Louis as to the strike becoming general throughout the country, Mr. Powderly reiterated his views as expressed in the interview held with him at Scranton. If Mr. Irons had made any such statement, he had exceeded his authority, which is limited to District 101. "He even has no power over Districts 17 and 19, which are co-operating with 101. The strike has gone far enough, and not another move must be made without order of the general executive board." He added: "This strike originated in 101. The general executive board was never notified of any grievance in that district until the strike had been in progress several days, and then no official notice was received until we called for it. We were not asked to interfere, nor have we been asked for assistance. This strike has extended far enough, and must be settled where it is. The statement that it is for the recognition of the Knights of Labor as an organization is erroneous, and is against our advice and command. That the men have grievances and cause for complaint we believe to be true, but whether true or not, no harm can come of an investigation. The men are anxious for it, and we can see no reason why Mr. Hoxie should fear it. We are in favor of ending the matter now, and will submit this proposition to Mr. Gould, viz., Let him appoint a committee of three and we will appoint a similar committee. Then let these gentlemen select a seventh, they to investigate the whole affair and make recommendations, and we will agree to abide by their decision. We will not ask for the retention of any man who has been guilty of an act of violence to either person or property, for we are not organized to promote or shield wrong-doing."

UNCLE SAM'S SOLDIERS CALLED OUT.

ST. LOUIS, Mo., March 27.—In addition to the dispatch from Pittsburgh received here last night to the effect that a company of United States infantry had passed through that city en route from New York to this city, news was received this morning that two companies of soldiers had left Columbus, Ohio, destined for St. Louis. It is understood the Columbus detachment will be placed in position to afford protection to East St. Louis' interests if their services should become necessary. This action is taken as a precautionary measure, based upon information that the destruction of property has been threatened. A. A. Talmage, general manager of the Wabash railroad, received a telegram yesterday from Springfield, Ill., stating that their application to the United States circuit court for protection for the property of that road had been granted, and last night United States Marshal Weber and a force of deputies arrived in East St. Louis to take charge of the yards and property and to protect the employees of the Wabash in the operation of trains, which will be run to-day on regular schedule time.

A LARGE FORCE OF TROOPS OUT.

PITTSBURGH, Pa., March 27.—It is now reported that the company of United States infantry which for some time has been yesterday morning en route to St. Louis, was only the advance guard of a considerable force to be concentrated in the quarters threatened with riot about St. Louis and west of that city. The officer in command refused to talk on the subject.

A FREIGHT LEAVES ST. LOUIS.

ST. LOUIS, Mo., March 27.—At 11:45 o'clock this morning a freight train of twenty cars was made up in the Missouri Pacific railroad yards, and under the protection of a company of police made its way westward through the city uninterrupted by any violence from the striking Knights of Labor. No crowd has gathered at the yards, and none of any extent at any of the crossings.

THE SITUATION IN EAST ST. LOUIS.

ST. LOUIS, Mo., March 27.—Everything in connection with the strike in East St. Louis to-day has been very quiet. No attempt has been made by men to get on any of the roads except the Burlington. The officials of that road tried to start a train out over their track, but the engineer, at the request of the strikers, deserted his post, and his engine was run back to the round-house. There was no excitement attending the attempt. No demonstration of any kind occurred.

A TALK WITH POWDERLY.

SCRANTON, Pa., March 27.—In an interview, Mr. Powderly said: "The strike must be confined to the section in which it originated, and must be settled there." When asked what authority there was for the statement of Chairman Irons of St. Louis, published to the effect that the strike would probably be extended throughout the United States and include all Knights of Labor, regardless of occupation, Mr. Powderly replied:

"Mr. Irons has no authority whatever to make such a statement. That order can only come from the executive board. I may say there is no danger whatever of any such order being issued at present. Where the Knights of Labor are on terms of peace with their employers, their agreements and contracts must be lived up to, no matter what may be going on in another part of the country. Where no contract or agreement exists between the employers and employees, all differences must be settled through arbitration. This must and shall be the last strike undertaken without full authority from the executive board until after having made a thorough investigation into the cause of the trouble and exhausted every possible means of effecting a peaceable settlement."

Mr. Powderly left for New York on the 6 o'clock train yesterday afternoon to attend a meeting of the executive board of the Knights of Labor to be held there for the purpose of formulating some plan looking to an early settlement of the troubles in the Southwest.

CONSIDERING POWDERLY'S PROPOSITION.

NEW YORK, March 27.—At 12:30 to-day Mr. Powderly, master workman of the Knights of Labor, was waiting in the parlors of the Knickerbocker hotel for Mr. Gould's reply to a note asking for a conference. Mr. Powderly's note to Mr. Gould was sent at 10 o'clock this morning by a messenger. In it he asks for a conference with a view to the appointment of a board of arbitration. At the offices of the Missouri Pacific road it was stated at 2 o'clock that the request for a conference made by Powderly had been received, and that the

board of directors were then discussing the matter. It was expected that an answer would be sent to Mr. Powderly by 4 o'clock this afternoon.

A TALK WITH ONE OF THE EXECUTIVE BOARD.

PHILADELPHIA, Pa., March 27.—General Secretary Turner, of the executive board of the Knights of Labor, when shown a copy of the St. Louis Dispatch, in which Chairman Irons is quoted as saying the strike would probably extend throughout the United States, said: "That is all bosh. If Chairman Irons is correctly quoted, he continued, it simply shows the class of men who at present are doing the order great injury. Great care should be exercised by assembly officials, less remarks of this kind should lead to incendiary acts by hot-headed followers and thus injure the cause more in a few hours than could be regained in a year. There is no truth whatever in the statement that there will be a general strike, and the executive board does not contemplate issuing any such order as is intimated by Mr. Irons in the St. Louis Dispatch."

Mr. Turner declined to be interviewed relative to the general situation on the Southwestern railways. He, however, indorsed the sentiments contained in the "secret circular" telegraphed.

A SWITCH-ENGINE KILLED.

CAIRO, Ill., March 27.—Last night fifteen or twenty Knights of Labor from here went to Birds Point, took possession of an iron mountain switch-engine, ran it seven miles from that point and killed it. The strikers then returned here.

EAST ST. LOUIS MOVED PARALYZED.

ST. LOUIS, Mo., March 27.—The Wabash switchmen in the yards of the road in the northern parts of the city went out again this afternoon. These are the same men who quit work yesterday, but returned to their labor by advice of the chairman of their executive committee. The receivers of the Wabash road petitioned Judge Treat of the United States district court here this afternoon, for the protection of their property and assistance in running their trains on the west side of the Mississippi river. The petition was granted, and the court ordered the United States marshal to furnish the necessary protection.

The general managers and superintendents of the roads centering in East St. Louis held two meetings here to-day, to consider the situation in their yards across the river. The matter was fully discussed, and about 5 o'clock this evening they sent a committee to East St. Louis city council with a petition asking that body, which was in session at the time, to afford the roads sufficient protection to enable them to run their trains. The council in reply said while they were very anxious to have business resumed and wished to see all laws obeyed, they were unable to be of any real service to the roads, that their police force was very small and totally inadequate to guard all the yards, and that if they appointed special officers the probable result was that the sympathy for the strikers being so general in the city, they would appoint men whose affiliations were all with the strikers and they would therefore be of no benefit to the railways. The superintendent will hold another meeting to-morrow, and it is thought to-night that they will apply directly to the governor of Illinois for aid and protection.

AN INTERVIEW WITH ARTHUR.

CLEVELAND, Ohio, March 27.—P. M. Arthur, chief engineer of the Brotherhood of Locomotive Engineers, returned to the city to-day from Chicago, where he had been summoned to assist in the settlement of the trouble on the Chicago, Burlington & Quincy Railway. Mr. Arthur said the interview with him sent out from Chicago by the Associated Press fully covered the subject.

"Is there anything new in the strike on the Gould railroad?" was asked.

"I know nothing of that except what I've read in the papers," responded Mr. Arthur. "I have not been in St. Louis and therefore have no personal knowledge of the matter. It is a subject that does not in any manner concern the Brotherhood of Locomotive Engineers. If the strikers have grievances, it is a matter they must decide. We shall continue to run our engines as long as they are at hand and the engineers are assured of their personal safety."

"Have the engineers passed upon the question of joining in the strike?"

"No; it is a matter that does not concern us, and so long as we have no grievances the men will continue at work."

LIKE POWDERLY'S LETTER.

SPECIAL TO THE GAZETTE.

TERRELL, Tex., March 27.—A feeling of relief seems to pervade the entire city, so far as we have heard expressions, since the reading of Mr. Powderly's circular letter, which seems to be generally indorsed as giving a fair and impartial statement, and being full of wise counsel.

So far as actual interference with railroad property is concerned, none has occurred here since the strike was inaugurated.

There has been some inconvenience experienced on account of trains being irregular and the non-receipt of freights that had to pass over other lines of roads than the Texas & Pacific and the Texas Central. Yesterday the feeling of the Knights of Labor was to some extent intensified on learning the position assumed by Jay Gould on receipt of the morning papers, but he said to their credit but few if any extravagant assertions and invectives were indulged in. Groups of men could be seen standing on the corner at almost any time of the day discussing the situation.

AT MARSHALL.

SPECIAL TO THE GAZETTE.

MARSHALL, Tex., March 27.—The railroad shops and yards are guarded night and day by deputy United States marshals, in addition to the regular watchmen. About 12 o'clock last night Mr. J. Bailey, quite a prominent Knight of Labor, also a member of the city council, was arrested by deputies in the machine shops. Mr. Bailey lives around the shops from town, and there being a thoroughfare through the yard, he goes and comes that way. In explanation of his presence in the shops he says he stopped to drink a cup of coffee with

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